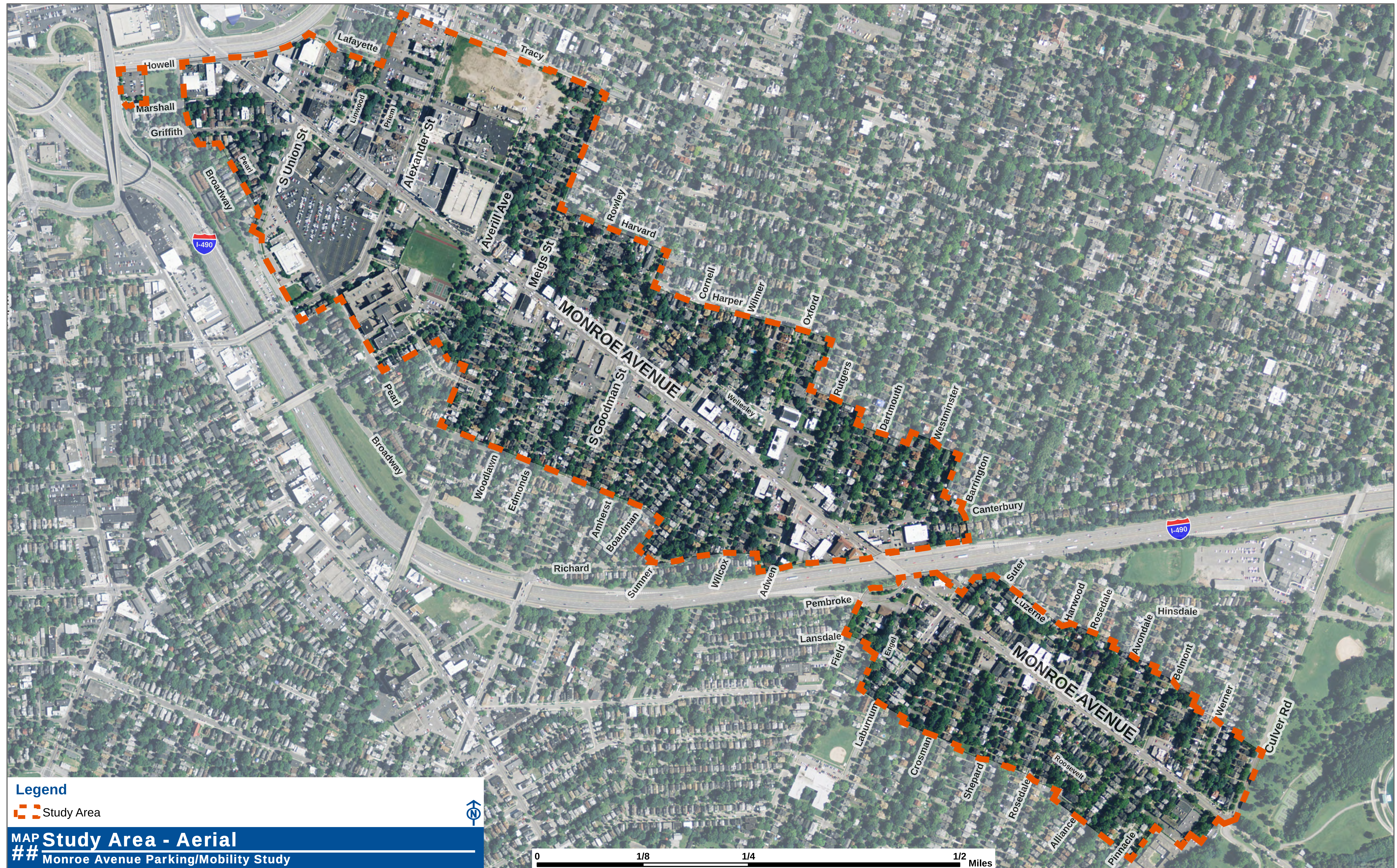


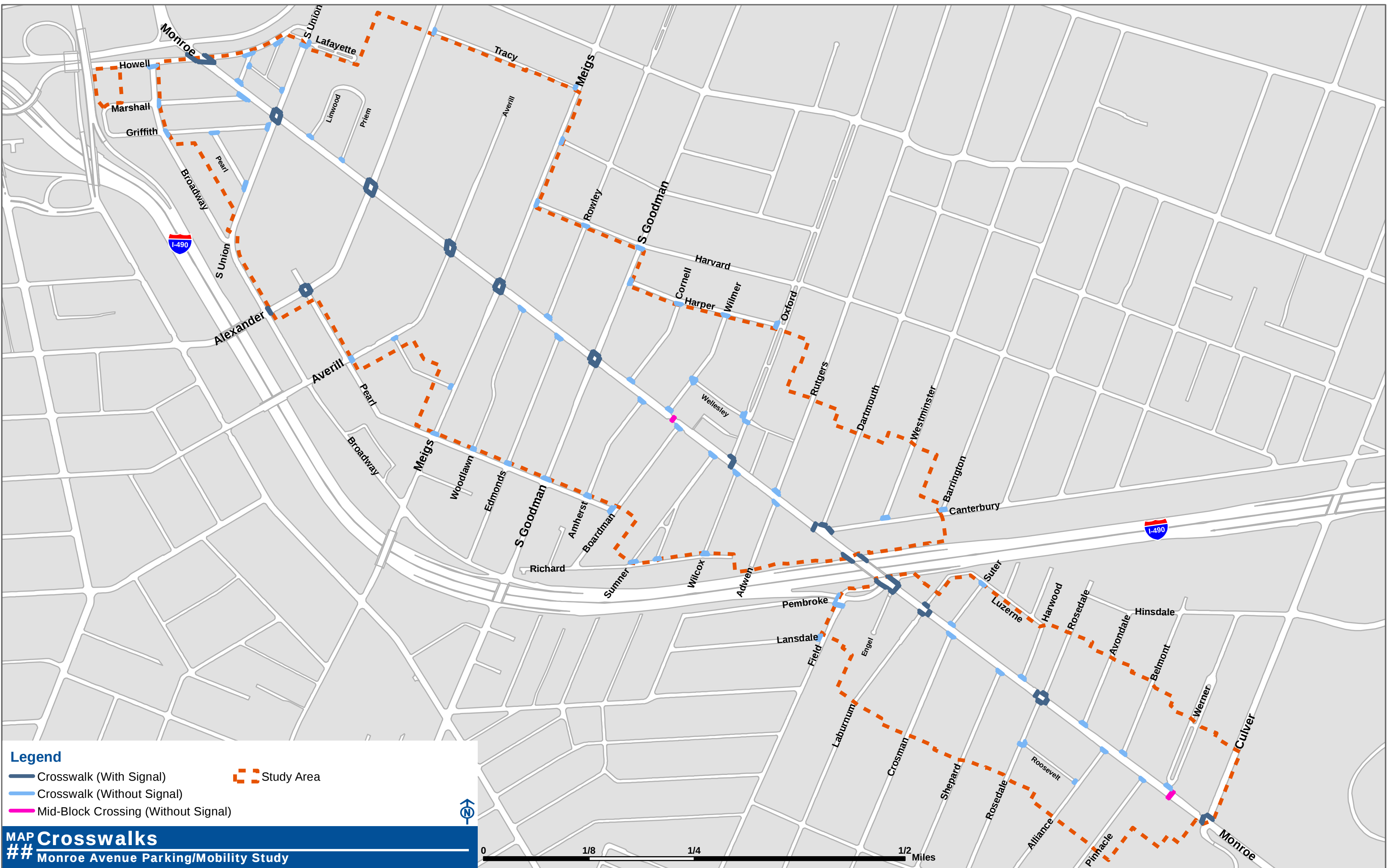
Study Area

MONROE AVENUE Parking/Mobility Study



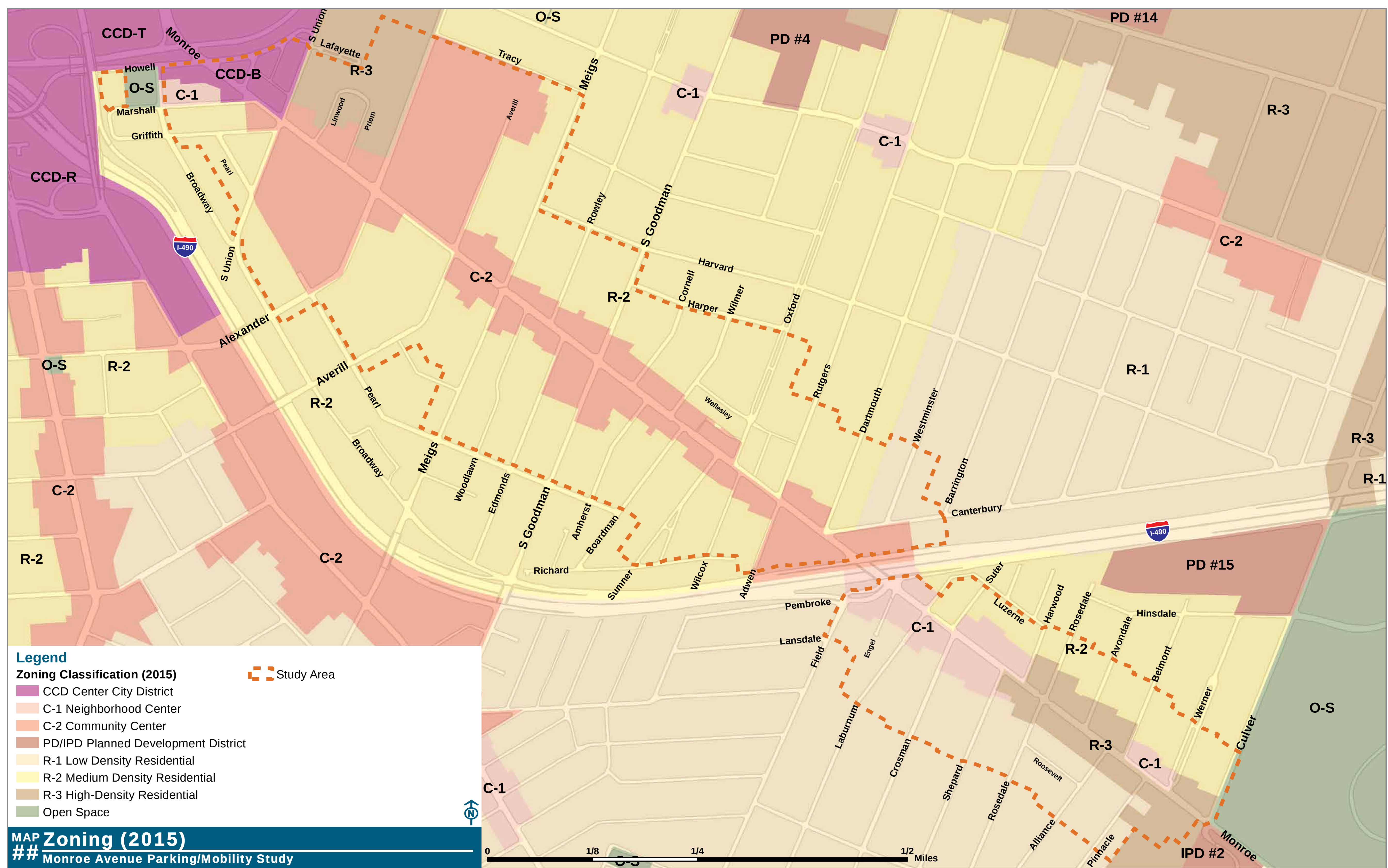
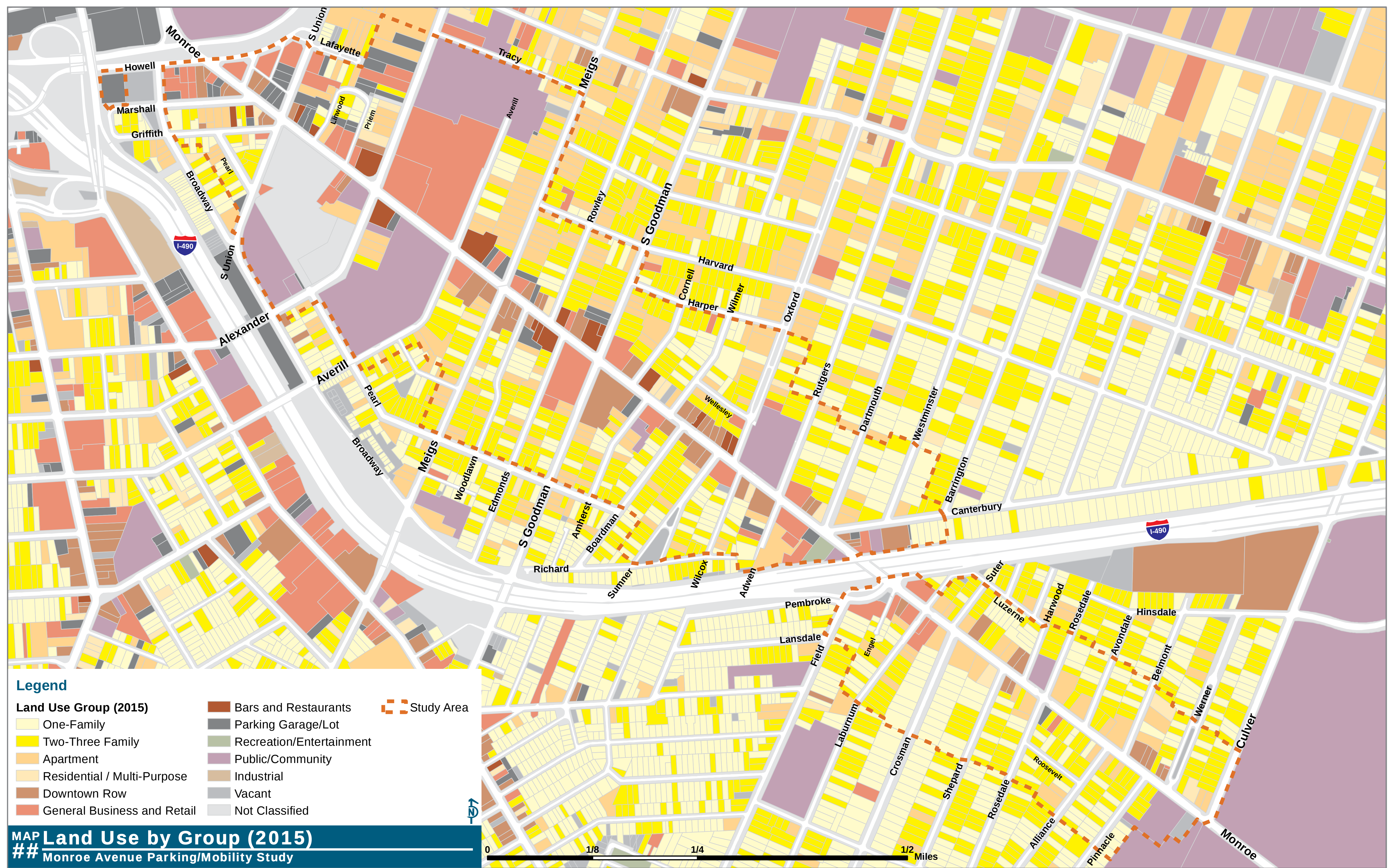
Transit / Bicycle / Pedestrian Facilities

MONROE AVENUE Parking/Mobility Study



Land Use / Zoning

MONROE AVENUE
Parking/Mobility Study



Parking Distribution

MONROE AVENUE Parking/Mobility Study



Parking Regulations

MONROE AVENUE Parking/Mobility Study



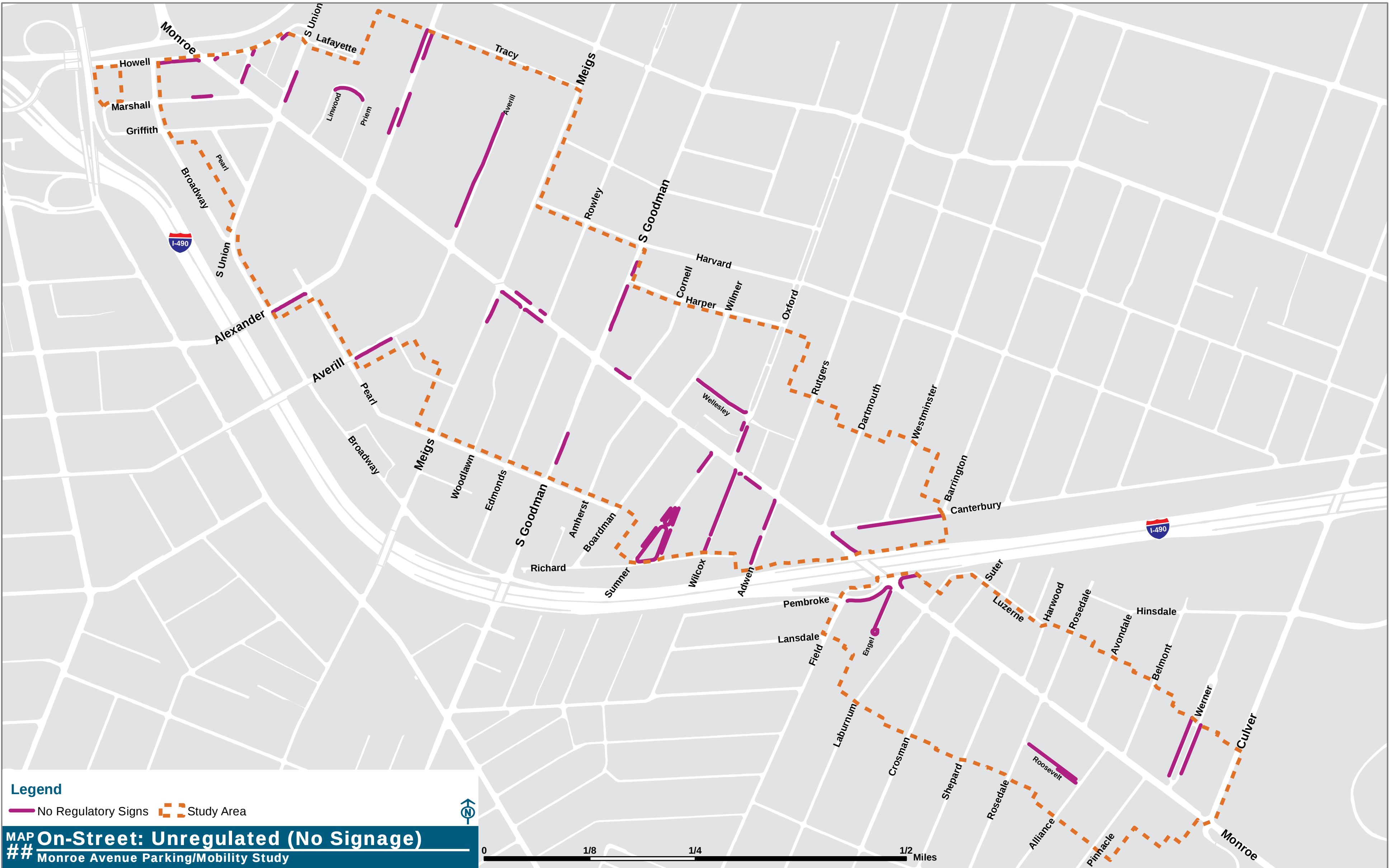
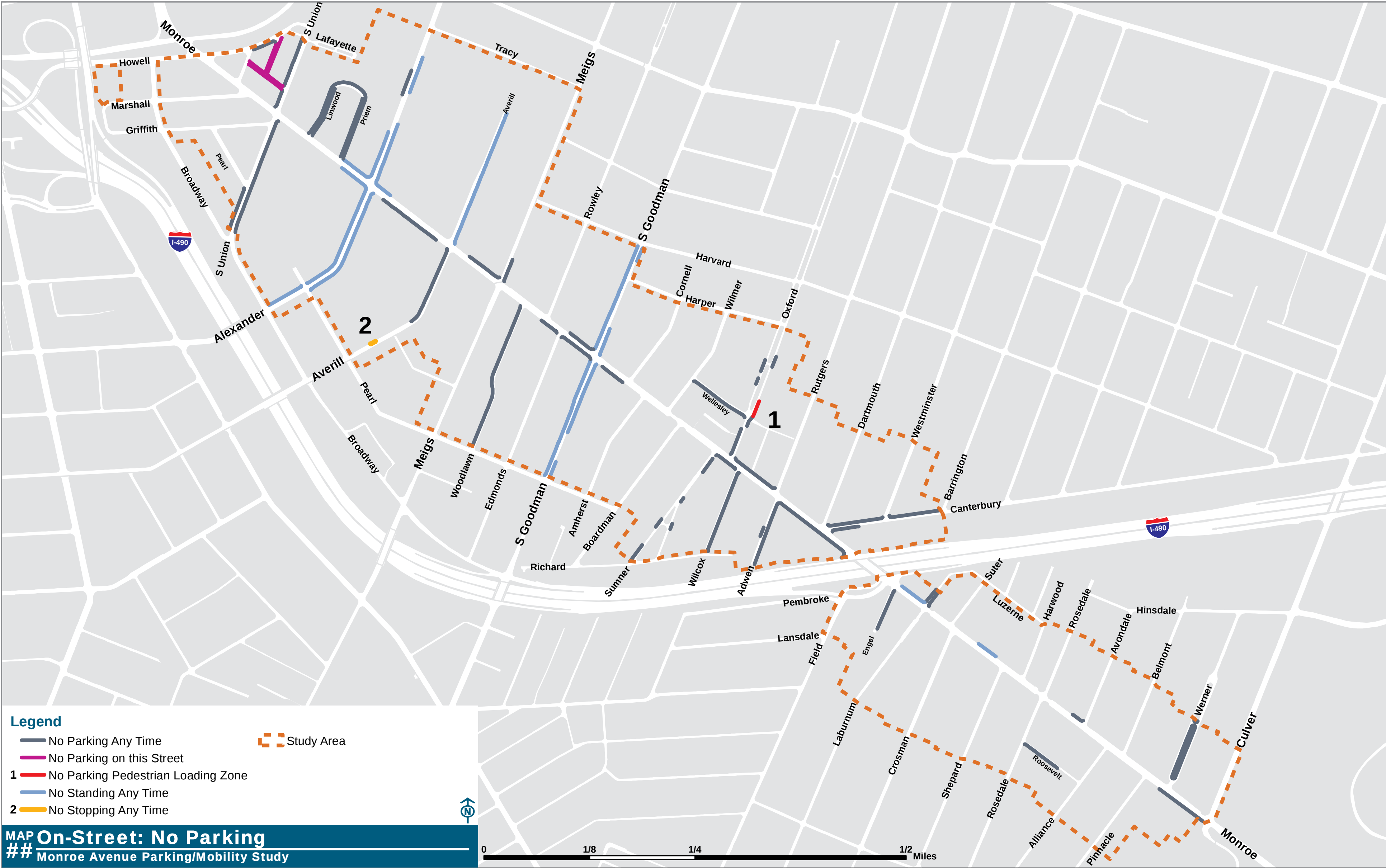
Parking Regulations

MONROE AVENUE Parking/Mobility Study



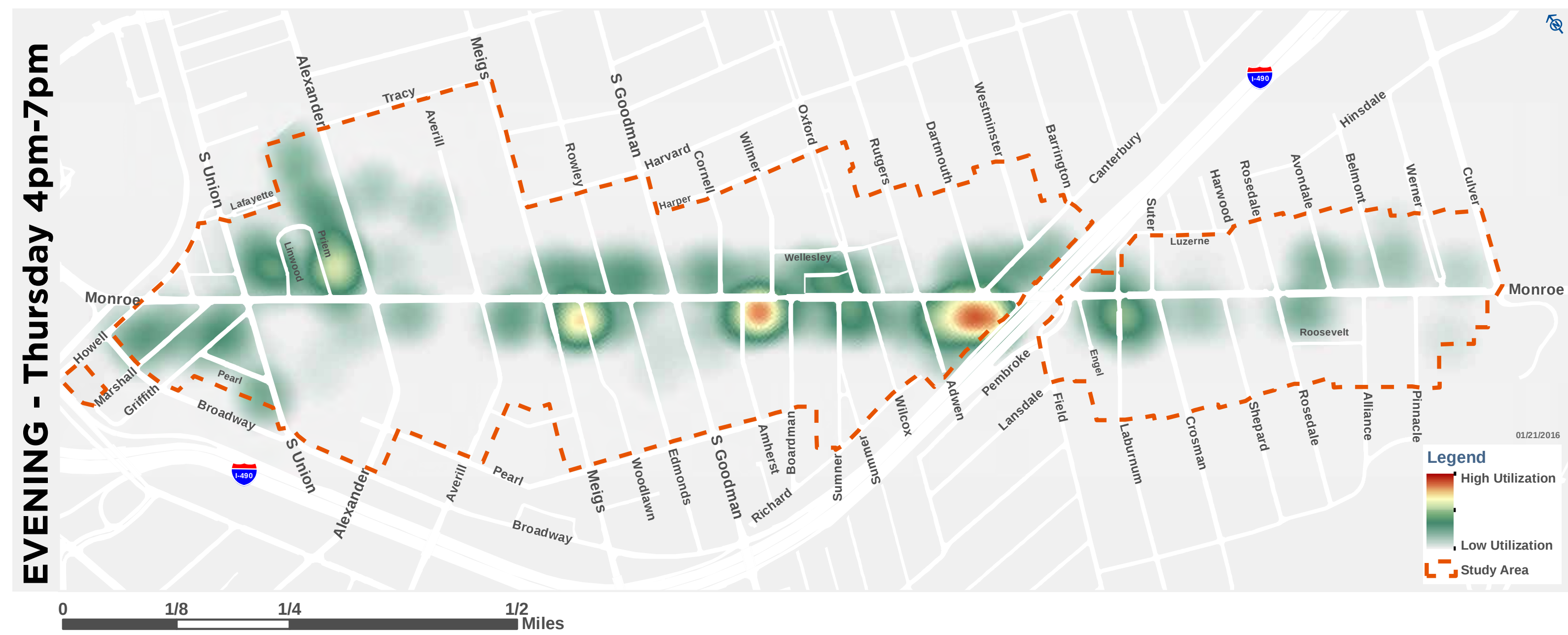
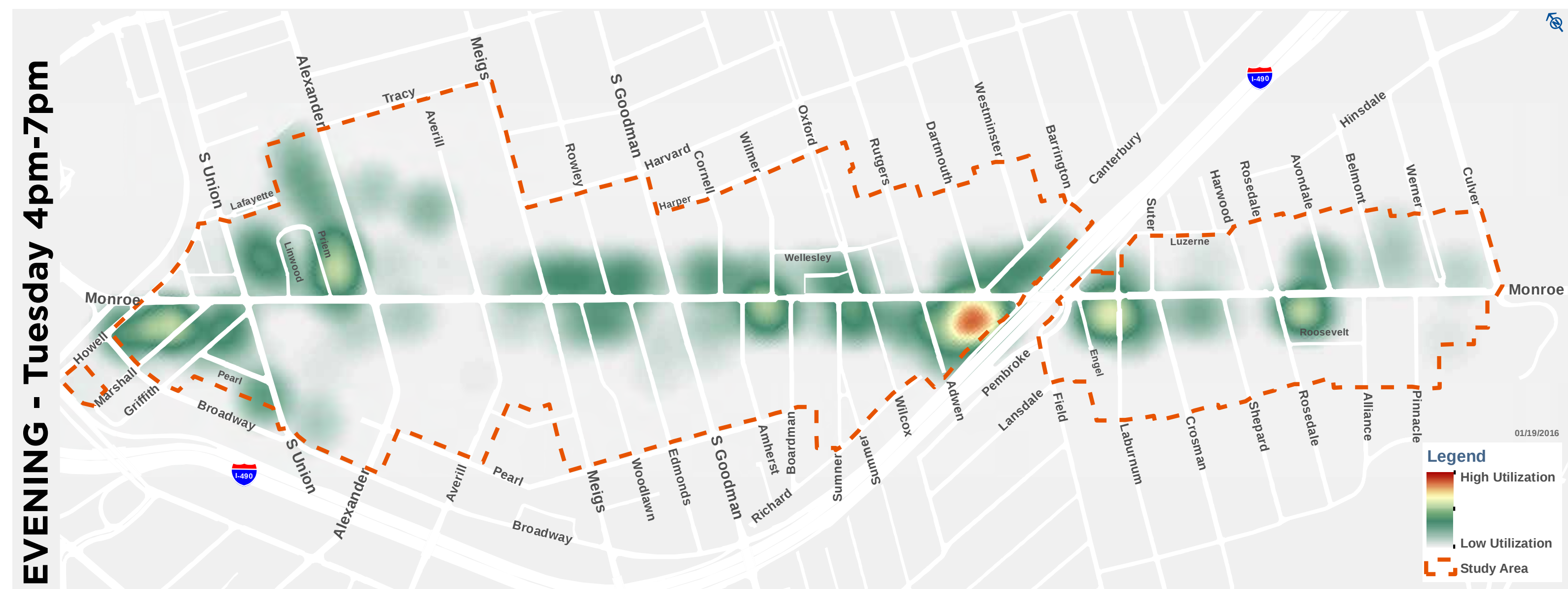
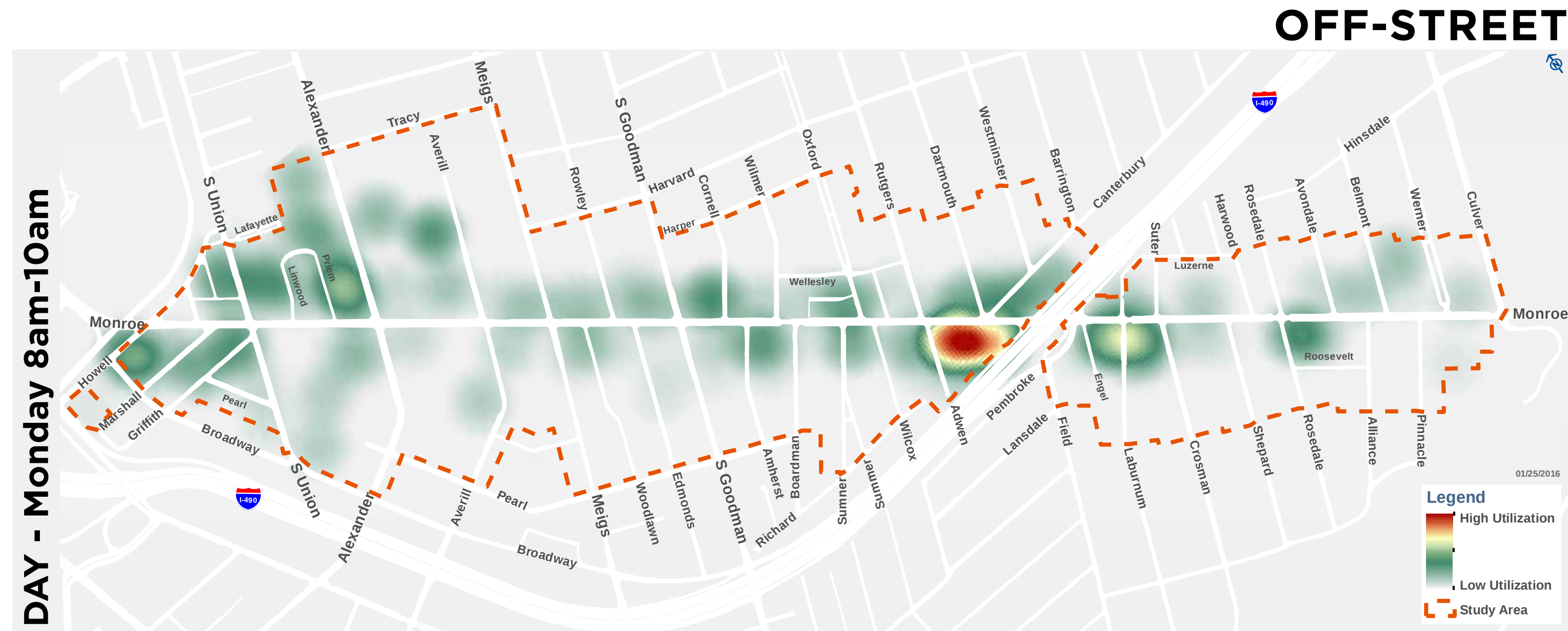
Parking Regulations

MONROE AVENUE Parking/Mobility Study



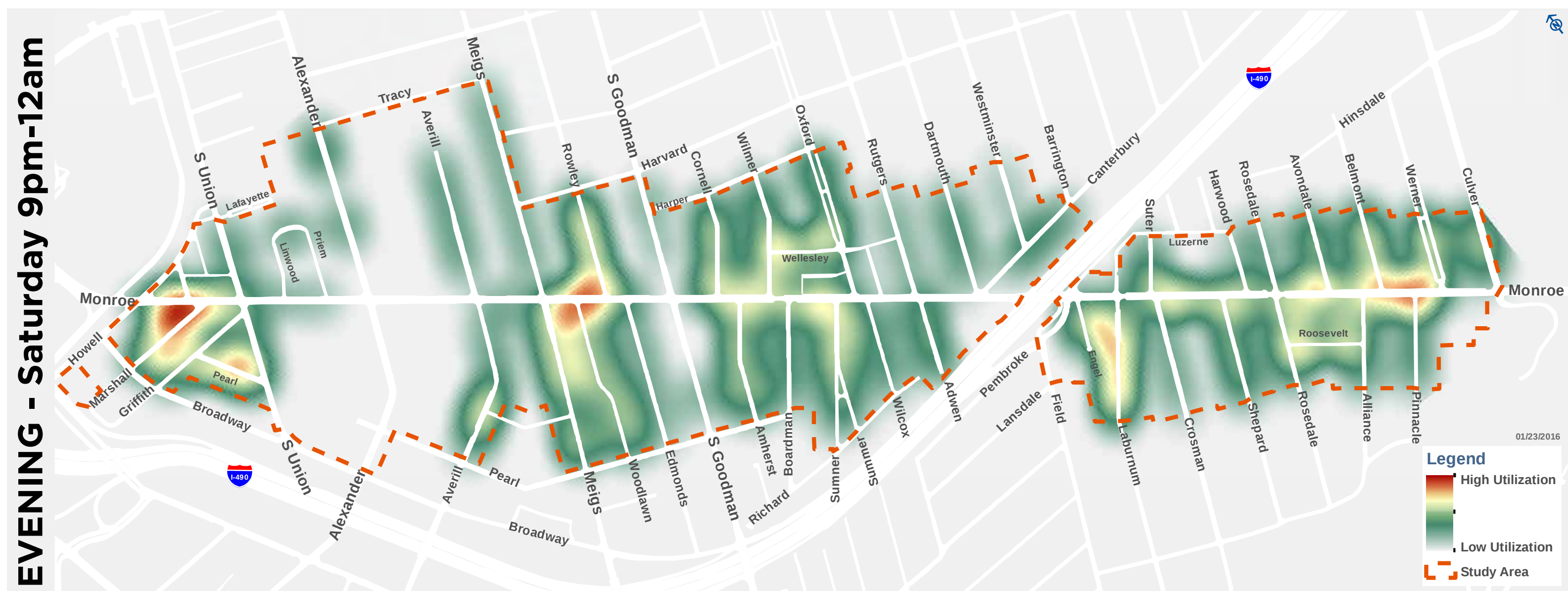
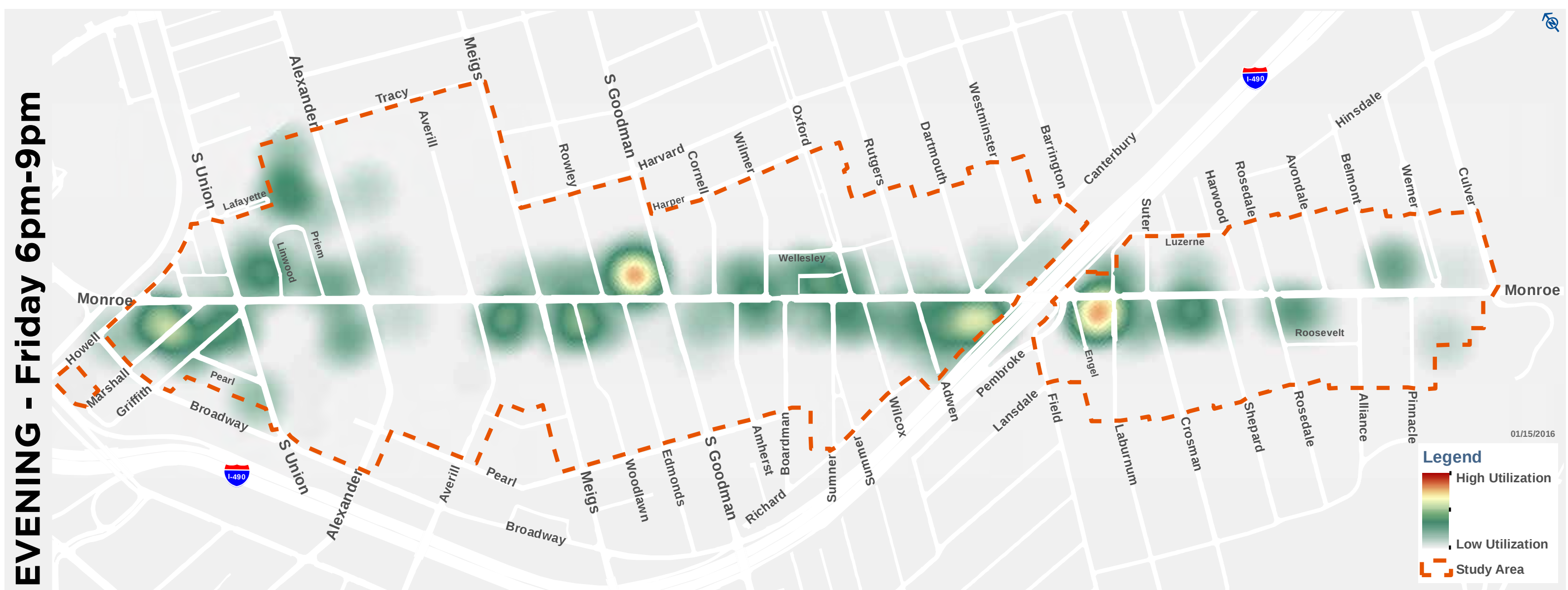
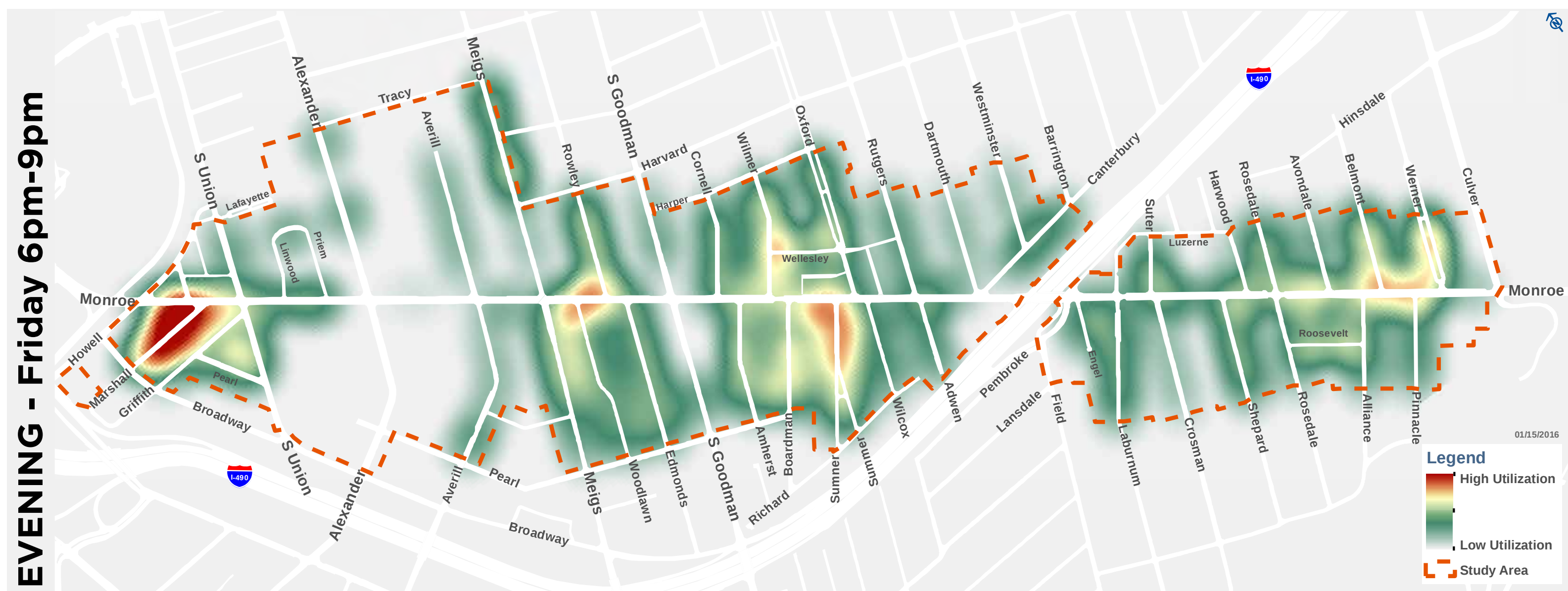
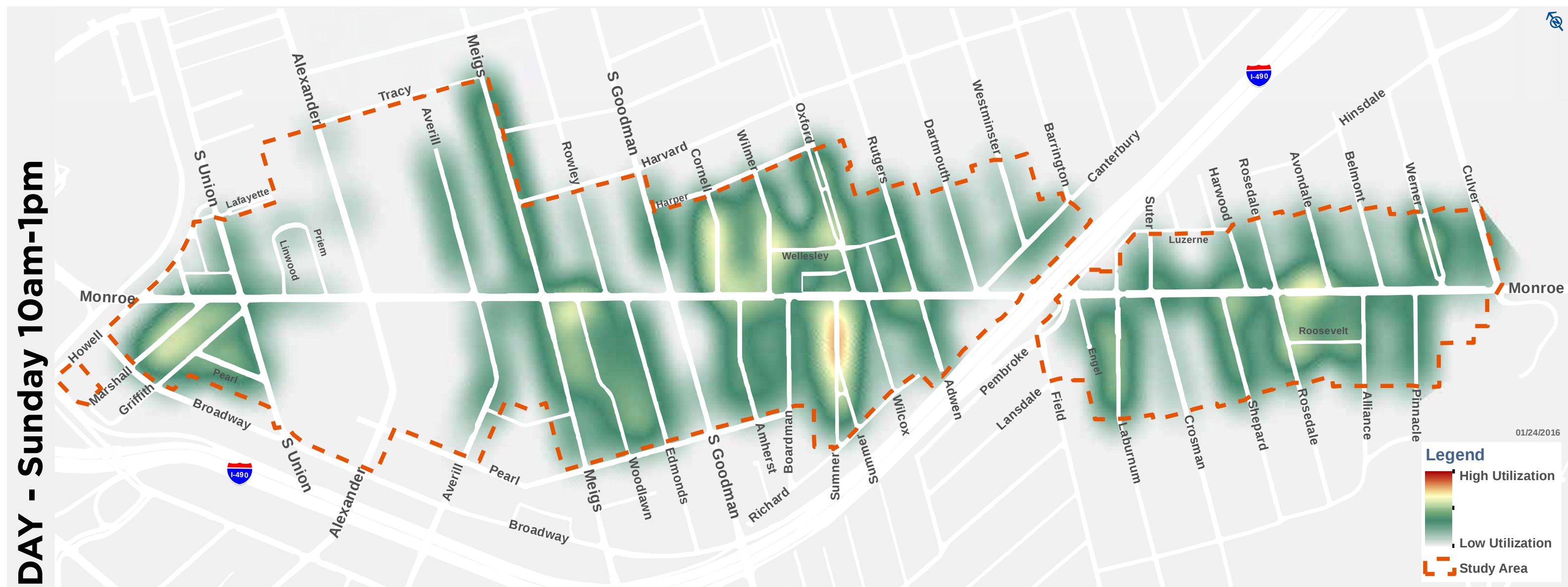
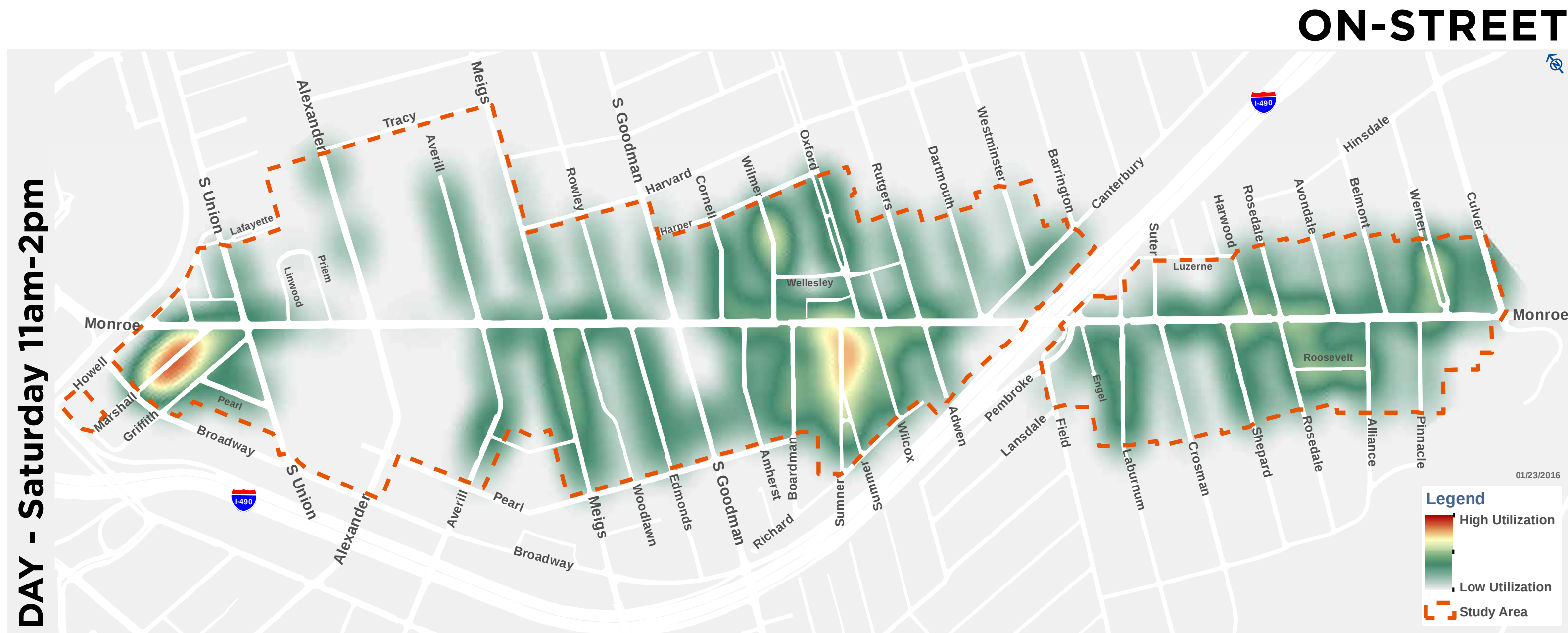
Weekday Utilization

MONROE AVENUE
Parking/Mobility Study



Weekend Utilization

MONROE AVENUE
Parking/Mobility Study



0 1/8 1/4 1/2 Miles

0 1/8 1/4 1/2 Miles

Survey Snapshot

MONROE AVENUE
Parking/Mobility Study

449 Respondents
To-date
Open February 25 - May 1

Business Owner Responses

Do you provide parking for your employees and/or customers?

Response	Percentage
Neither	42%
Customers & Employees	42%
Employees Only	8%
Customers Only	8%

Where do customers park?

Response	Percentage
On-Street	51%
Off-Street (Surface Lot)	46%
Off-Street (Parking Garage)	3%

Where do employees park?

Response	Percentage
On-Street	44%
Off-Street (Surface Lot)	53%
Off-Street (Parking Garage)	3%

Would your business be interested in shared parking or a community lot?

69.2% Interested

Resident Responses

Does your residence have off-street parking?

79% YES **21% NO**

Response	Percentage
Yes	57%
No	33%
Neutral / I don't know	10%

Does your residence have adequate off-street parking?

Response	Percentage
Yes	57%
No	33%
Neutral / I don't know	10%

How often do you experience parking issues in your neighborhood?

43.7% Frequent-Always **45.3% Seldom-Never**

Visitor Response

Where do you primarily park when visiting?

Response	Percentage
On-Street	51%
Walk/Bike	28%
Off-Street (Surface Lot)	17%
Off-Street (Parking Garage)	1%
Bus	3%

Usage Responses

Average number of times per week and per mode to Monroe Avenue:

Mode	Average number of times per week
Personal Car	6.3
Walking	4.7
Bicycle	3.1
Bus	2.0
Carpool	1.1

When parking, how close do you usually find a spot?

Response	Percentage
Right in front/adjacent (1 minute walk)	21.2%
2-4 minute walk (under ¼ mile)	47.4%
5-9 minute walk (¼ - ½ mile)	13.8%
10 + minute walk (½ + mile)	2.3%
I take the bus	2.0%
I walk/bike	13.3%

Are parking areas and alternative modes easy to find?

44% Hard to find **32% Easy to find** **24% Neutral**

Response	Percentage
Yes	16%
No	45%
I don't know	39%

Are there adequate biking facilities within the corridor?

Future Parking/Mobility Responses

What would make parking and mobility in the Corridor better?

Response	Percentage
Change alternating parking times	18%
Extend current time limits	17%
Install meters/pay stations	15%
Increase Enforcement	23%
Define parking spots with pavement striping	45%
Improve signage	38%
More off-street spaces	49%
More on-street spaces	36%
More bicycle racks/lanes	48%
Improve pedestrian facilities	40%
Provide a shuttle service	23%
Other (please specify)	18%

Do you think the Corridor would benefit from shared-parking among businesses with different hours?

81% YES **19% NO**

16 of 39

Stakeholders have
provided input to-date

Enforcement

- Lack of enforcement with regards to time limits in front of business that have requested a specific time restriction on parking. Signage is provided noting time limits.
- Lack of enforcement for ADA compliance.

Congestion... when and where

- Marshall Street at night
- Public lot behind Starbucks. Residents above businesses utilize parking lot for days.
- Oxford Street on Sundays during church hours.
- Goodman area during rush hours
- Oxford and Averill on both sides of the street

Parking IS NOT an issue

- Parking is not an issue if you are willing to walk

Parking IS an issue

- Perception of parking is an issue. Parking is available within a block. People need to be willing to walk.
- Parking is only an issue for bars and those wanting entertainment licenses.

- Customers complain when they cannot find a spot outside a business that has time restricted parking. (Mini-Mart, Park Ave Pets)
- Parking impacts development and diversity within the corridor.
- Upper Monroe has vacant store fronts. Restaurants are desired but cannot provide parking so remain empty hindering development.
- Several “new” businesses were denied entertainment licenses due to parking regulations and not being able to provide enough spaces based on code.
- Alexander street garage upsets the community since it’s vacant and shut down at night with no access or availability for use.
- Not enough turn over on the Avenue in front of stores.
- Buildings, homes and community pre-date the automobile age where everyone owns a car.

Maintenance

- Snow is an issue and maintaining access to store fronts.
- Business owners feel they pay enough in taxes the City should clear the sidewalks.

- Snow impacts parking during the winter months.
- More crosswalks and enhance existing crosswalks. The City needs to review the corridor for more convenient crosswalks to encourage safe access.

Signage

- Parking locations seem obvious on where a motorist can and cannot park on-street and off-street.
- On-street parking off the Avenue is confusing to those visiting from outside the community.
- No signage on Monroe Avenue to inform “what is the time limit?”

Future Parking and Mobility

- Shared Parking Lots – the corridor “appears” to have a lot of parking but its restricted in most cases to “authorized only”
- Signage directing visitors to “Shared lots” and public parking
- No parking meters – many business owners felt parking meters would deter their customers from patronizing their businesses.
- Could diagonal parking be utilized efficiently?

- Access - Entrance/Exit of off-street parking lots on to side streets.
- Ride Sharing (Uber) – plan for it now
- Emphasis on mobility – more biking infrastructures (continuous bike lanes), transit friendly bus stops and enhancing a walkable community.
- Protected bike lanes on both sides of the Avenue.

On a brighter note...

- Access and visibility to the corridor is viewed as positive.
- There are more organizations and active people who care about this corridor.
- The diversity of the corridor and its eclectic /alternative feel is a plus.
- Free parking on-street is viewed as positive within the corridor and among the business owners.
- City has done a good job installing bike racks.
- People come to the corridor from the suburbs “A Place Where People Come too... for shopping, dining, work, entertainment”